

COUNTRY: International

SUBJECT: Ocean Tankers

Place Acquired: [REDACTED] 25X1A6a

Date Acquired: Jul 53

Date of Info: Jun 53 and earlier

SOURCE [REDACTED]

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"SHIPPING - OCEAN TANKERS

2. "Although rather more fixtures were reported during June 1953, compared with the preceding month, rates of freight in all sections declined still further. Enquiry has in the main been for the prompt position, and at present is on an extremely limited scale, the clean market in fact being almost devoid of enquiry. There has again been a marked increase in the number of vessels laid-up.
3. "A British Independent Company fixed a handy sized dirty vessel for end July loading in the Caribbean Sea at MOT less 25%, with the option of discharging at Manchester, whilst another handy sized vessel secured an early July cargo from Caribbean Sea-US Gulf to UK Continent at MOT less 20%. Two larger dirty vessels, giving early July loading in the Persian Gulf, were fixed at MOT less 20% and less 15% for discharge UK. Continent, with the option of discharging in the Mediterranean. French Charterers secured further July tonnage from the Persian Gulf at USMC less 50%, in addition to an Italian T2 for mid-June loading in the Lebanon at USMC less 42½%. Italian Charterers were able to fix several vessels at rates between USMC less 40% and less 46%, but two handy sized early July vessels, one loading Caribbean Sea and the other Lebanon, were able to obtain USMC less 32½%, whilst an American T2 was only able to secure USMC less 50% for an early July cargo from Caribbean Sea to Trieste. Scandinavian principals secured tonnage from Caribbean Sea and Persian Gulf for June/July and September at rates ranging from MOT less 22½% to less 27½%, whilst a July vessel is reported to have taken MOT less 32½% Caribbean Sea/Sweden. In addition tonnage was fixed from Constanza and Le Havre at the prevailing rates. Several vessels have been fixed to Eastern destinations, and to South America, at rates

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around USMC less 45%, the Charterers in the case of the last mentioned destination having the option of two voyages US Coast-
ing. Two vessels are reported fixed Persian Gulf/California, at
USMC less 47 $\frac{1}{2}$ % for early July loading, and USMC less 55% for an
August loader.

4. "Clean vessels were fixed during the first half of the month from Caribbean Sea to UK Continent, Scandinavia, and Italy at rates ranging from MOT less 5% at the very beginning of the month to less 15% towards the middle of the month, whilst a distressed 17,000 tonner accepted a lumpsum freight of £18,000 for a voyage from US Gulf or Caribbean Sea to UK Continent, quantity of cargo at Charterers' option, for June loading. This is equivalent to about MOT less 34% based on loading a full cargo in the Caribbean Sea
5. "Consecutive voyage enquiry has been slight. Two vessels are reported fixed for world-wide consecutive voyages to the end of this year, one for end July commencement at USMC less 40%, and the other for August commencement at USMC less 37 $\frac{1}{2}$ %. French charterers secured a medium-sized British vessel for two voyages Lebanon/France, commencing end June, at USMC less 50%, whilst Swedish principals took another similar vessel for $\frac{1}{2}$ trips Sidon/Nynäshamn, early August loading at MOT less 25%. A T2 tanker, loading July, obtained USMC less 42 $\frac{1}{2}$ % for two voyages Venezuela/Haifa.
6. "Belgian charterers came into the market for tonnage on timecharter basis to replace existing timechartered vessels, and were able to obtain a 13,450 dw vessel for five years continuation of charter at 21/6d, delivery early 1954, and a 15,710 dw vessel, delivery and 1953, for five years at 20/10-1/2d. In addition, they fixed two Norwegian new buildings, one of 13,200 dw, delivery and 1953, the other of 13,500 dw, delivery early 1954, at 22/6d for five years and 21/-d for three years, respectively.
7. "It is understood that Charterers have the option on all four vessels of either clean or dirty trading. In addition, a 16,000 dw vessel was relet to American Charterers at \$3.00 for one voyage commencing in July, and a Norwegian T2, end June, was fixed at \$2.40 for six-months trading, also to American principals.
8. "As mentioned above, there has been a further increase in laid-up tonnage, which we now estimate totals about 980,000 tons dw.
9. "On June 29, 1953 a 17,500 tons dw tanker was delivered from Odense Stalskibsvarft to Messrs A P Møller. This tanker was launched in March 1953 and christened 'Sally Marsk', but has now been rechristened 'Sofie Marsk'.

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10. "Otherwise no Danish tankers have been launched or delivered from Danish or foreign yards.
11. "During June 1953 a 19,000 tons dw tanker was launched from Odense Stalskibsvarft. The owners are Societe des Transports Maritimes Petroliers in Paris. The vessel was christened 'Fructidor'.
12. "On June 22, 1953 Messrs A P Moller's motor tanker, the 'Kate Marisk', was laid-up at the north basin at the Free Harbour. This vessel is a small old tanker, 57.93 grt, with a loading capacity of 8,170 tons. The vessel was built in Odense in 1927. This is the first Danish motor tanker that is being laid-up, and the reason for this is that small old tankers are finding it difficult at the present tanker market rates to operate without a loss. Especially, in the summer season, it is hard for tankers that are chartered on trip basis to find employment, and in Norway four tankers in this category have so far been laid-up, vix 'Petter II', 'Noreg', 'Nyholm' and 'Hilda Knudsen', aggregating 46,000 tons, the latter two belonging to Mr Chr Haaland, Haugesund.
13. "Apart from the 'Kate Marisk', the mercantile marine includes but 4-5 tankers from the twenties.

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